

TRANSPORTATION.

**FOR WASHINGTON CITY
FOR BALTIMORE,
PHILADELPHIA,
NEW YORK, ETC.
MOST DIRECT ROUTE TO THE EAST.
BALTIMORE & OHIO RAILROAD.
From Wheeling to Baltimore and Washington.
THE GREAT WORK OF INTERNAL**

[illegible]

Is made direct. By the Express Train of this route, the time from Cincinnati to Baltimore is less than 30 hours, and to Washington is less than 31 hours.

Through Tickets are sold as follows: From Cincinnati to Washington, \$45; to Baltimore, \$15; to New York, \$35; to Philadelphia, \$40; to New Orleans, \$75; and only of P. W. STRADER, General Agent, South East corner of Broadway and Fourth streets, Cincinnati. **Be sure** to ask for tickets by the Wholesome route and Baltimore and Ohio Railroad.

At Wheeling, or Danwood, (four miles below,) the passengers take the superiors of the Baltimore and Ohio Railroad, which leave twice daily—at 12:30 and 11:45, P. M., for Baltimore or Washington. Arrive

Freights—With the largest shipment of any railroad in the United States, the road is a potent factor in the immense business in the transportation of freights, which are carried with care and dispatch, and at rates as low as possible. The first class line. Besides which, the road makes immediate connection at the wharves and in the streets of Baltimore, with the Pennsylvania, Philadelphia and New York steamers of Ericsson and Baltimore, the Chesapeake and Delaware Canal, the Philadelphia and Chesapeake Bay Steamship Company's Lines by Canal and by Sea to New York and Boston, steamers to Norfolk, Charleston, Savannah, and other ports.

For particulars, see freight tariff, copies of which may be had on application.

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of the best in any of the forwarding houses in the West.

J. H. DONE,
Master of Transportation, Baltimore.

New York & Erie Railroad.

OFFICE GENERAL SUPERINTENDENT,
New York, Feb. 9th, 1865.

CIRCULAR.

AT A MEETING OF THE REPRESENTATIVES OF THE SEVERAL RAILROAD COMPANIES BETWEEN
New York, Boston, Philadelphia, and Baltimore, and
Chicago, Cincinnati, and the Ohio and Mississippi Rivers,
held at Cleveland on the 26 of November, 1854, the following resolution, was

"Resolved, That hereafter no return pass will be issued to any owner or driver of stock, nor will any such owner or driver be passed from on any train other than that which conveys his stock."

The New York and Erie Railroad Company being satisfied from their experience with the practical difficulties to be encountered in carrying out this resolution, through their representative proposed the following in lieu thereof:

"Resolved, That as it has been deemed inexpedient to carry live stock without requiring the owners to send men to attend to loading and accompanying the train to take charge of such stock, in consideration of such service, it is no more than justice that such men be reimbursed."

The New York and Erie Railroad Company, finding themselves in a minority, reluctantly assented to the resolution, but commenced in good faith the transaction of business in accordance with the letter and spirit thereof.

A short time afterwards, and ere long before they became aware of the very great faults and defects of the cars, and the attacks of the drovers at a public market place in this city, and on every occasion, were particularly distressed against this road, as though this company were the

to say, the New York Central, one of its supporters, expressed the wrath of those who were not in favor of the same and other circumstances induced the Comptroller to examine this matter and an investigation elicited proof that the New York Central Railroad Company, their great stockholder, had been receiving the same for years, and that this Company, for this business, continued, without notice to the Comptroller, the use of return passes. A communication was therefore addressed to the officers of that Company on the subject, but we have not, up to this time, received a satisfactory reply.

It is not the business of this Company to inquire whether an agreement has been violated by the direction of the Central Railroad Company, or its principal officers; it is sufficient to know that it has been violated.

by the direction of those connected with the road to the prejudice of this, and they would be reckless of the interests entrusted to their charge, were they longer to defer the alternative left, viz: to pursue the same course, as they have done, or to return passes to drovers. In the date hereof, the writer hereby give notice that from and after the 1st of January, 1861, the writer will not be obliged to comply with the resolution prohibiting the issue of return passes to drovers, they deferred to the will of the majority, and that the resolutions passed in the convention as sacred and binding, and imposing on the members the duty of obeying them, particularly its edicts, they would be so considered by others, particularly its edicts, they have been induced into false security, and are, therefore, to be held

the courses above indicated in self-protection; the support
ability must therefore rest with those who have forced
them into the measure.
D. C. McCALLUM,
General Superintendent.

Rates Between Philadelphia and
PITTSBURGH.

FIRST CLASS—Boots, Shoes, Dry Goods	90c. per 100
(in boxes), Fur, Feathers, &c.	
SECOND CLASS—Books, Stationery,	
Dry Goods (in bales), Hardware, Leather,	75c. per 100
Wool, &c.	
THIRD CLASS—Anvils, Bagging, Bacon	
and Pork (in bulk), Hemp, &c.	65c. per 100
Foreign Case, Coffee, Fish, Bacon,	
Pork (packed), Lard and Oil.	55c. per 100
For shipping goods, freight, and	

Philadelphia, be particular to mark packages with "Philadelphia Railroad." All Goods consigned to the Agents of the Philadelphia Road at Philadelphia or Pittsburgh, will be forwarded without detention.

FRIGHT AGENTS—James Potter, Boston; J. L. Elliott, New York; E. J. Sueder, Philadelphia; Magraw & Acona, Baltimore; Geo. C. Francis, Philadelphia; Sprigman & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; R. C. Meldrum, Madison, Ind.; Ratcliff & Co., St. Louis, Mo.; J. S. Mitchell & Son Evansville, Indiana.

H. H. HOUSON, ON,
General Freight Agent, Philadelphia.

H. J. LOMBARD, *Superintendent, Altoona, Pa.*

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NEW ARRANGEMENT.
To take effect Monday, September 26th, 1884.
Indianapolis and Cincinnati Railroad,
CONNECTING WITH OHIO AND MISSOURI RAILROAD by special train.
No detention on the route of waiting for other trains.
Through to Cincinnati in 4½ hours.
The only direct route to Cincinnati, being 30 miles shorter, and 1½ hours quicker than any other route.
Lightning Express Trains, leave Union Depot 11:45 a. m., arrive at Cincinnati 4 p. m., only stopping at Shelbyville, Greensburg and Lawrenceburg, and at Shelbyville.

Chicago Mail Train leaves at 4 p. m., after the arrival of the Chicago train, and arrives at Cincinnati 2 1/2 p. m., supper at Greensboro.
Fare to Cincinnati, 50 c. Baggage checked through.
Through tickets can be procured at Union Depot, over his route to New York, Philadelphia, Baltimore, Pittsburgh, Columbus, O., and Wheeling, via the Little Miami Railroad.
Passengers taking the 11:45 a. m. train, arrive at Cincinnati in time to take the 5 p. m. train for the East.
T. A. MORRIS, Pres't.

VY of the United States Express Company, No. 53
 West Washington-st., opposite the State House, Indi-
 anapolis.
 Proprietors and Directors: D. N. Barney, E. P. Wil-
 liams, J. H. Barney, James McKay, T. M. James.
 Principal office, 40 Broadway, New York—corner of
 Pearl and Seneca streets, Buffalo.
 This Company will forward Bank Notes, Gold and
 Silver, Merchandise, and valuable packages, collect
 Divid. Notes and accounts, and transact all business
 connected with them with the greatest promptness.
 Messengers will leave Indianapolis daily for the East,
 and the following towns and cities:
 Dayton, O. Mansfield, O. Detroit, Mich.

Demsky,	O. St. Vernon,	O. Adrian,	Mich
Devalds,	O. Hastings,	Iowa,	Moore,
DeVries,	O. Monmouth,	Iowa,	Hillside
Dick,	O. Davenport,	Iowa,	White
Dogg,	O. Iowa City,	Iowa,	Page
Domin,	O. Bristol,	Ind.,	Rock Island
Dominville,	O. Elkhart,	Ind.,	Ottawa,
Dominson,	O. Elmhurst,	Ind.,	Lafayette,
Dominson,	O. South Bend,	Ind.,	Perry,
Dominson,	O. Laporte,	Ind.,	John,
Dominson,	O. Anderson,	Ind.,	Calver,
Dominson,	O. Winchester,	Ind.,	St. Louis,
Dominson,	O. St. Anthony,	Minn.	Hammond,

And most other towns throughout the Western zone.

This Company having the route fixed, via Ind. and
Baltimore and New York and Erie Railroads, takes
the shortest and quickest transit of Express matter than
by any other line to New York.

MARSHALL & A. E. GARDNER, Agents.

ANGEL ON LIFE!
a new work at
VERDEN & CHAMBER
MILWAUKEE

REAL ESTATE

CONDIT

[illegible][illegible]

No. 98, MARION CO., IND.—
Joining the town of Bridgeport,
partly after sale, half of the crop
of corn, \$300; 18 mos. Term.
Price \$125.00. Balance 18 mos.
Term. Price \$250.00. Corn,
CO.

No. 99, MARION CO., IND.—
Joining the town of Bridgeport,
partly after sale, good year-
ling of the premises. Price \$600.
1 and 2 years. Term. CO.

No. 100, INDIANAPOLIS, INDIAN-
A—
Corner of Mississippi and Fifth streets.
Price \$450. Term, 18 mos.
Balance 18 mos. Term. CO.

No. 99, MARION CO., IND.—
Partly after sale, 100 acres in good
cultivation, 200 acres in good
pasture, good frame barn and log house
for stock, pure purchasers.
\$250 cash, balance in 2 years from
date of sale. CO.

No. 91, INDIANAPOLIS, INDIAN-
A—
Ground on Lawrenceburg, N. E.—
good frame cottage, 4 rooms and
bath, water, gas, sewerage, etc.
Price \$1,200. Terms, $\frac{1}{2}$ cash,
 $\frac{1}{2}$ in 2 years. CO.

No. 90, MARION Co., IND.—In
napolis, on Michigan road; im-
acres, all under fence and high
ood well, orchard, &c.; good farm
ouses, cellar, and out-houses.
rms easy. CO.

No. 89, CLAY Co., IND.—On T
ord R. R., $\frac{1}{2}$ mile west of the
ation. Eighty acres good farm
nder fence. Price, \$20 per ac
alance on easy time. CO.

No. 87, LABAMA STREET—
—house and lot; house, new
—rooms and porch, new brick
—st. Price, \$1,125. Terms, \$10
—ar. CO

No. 86, INDIANAPOLIS, IND
—upper Mississippi R. R. Co. Subdiv
—lot, size 40½ by 220. Price, \$
—lance in 3 and 6 months. Will
—ggy, or any thing of the kind. CO

No. 72, ILLINOIS STREET.—
lot size 37½ by 130. Price \$100
balance in 1 and 2 years. CO

No. 71, ILLINOIS STREET.—b
air-ats., 3 lots; size 37 by 130. P
cash, balance in 1 and 2 years. CO

No. 69, ELIZABETH STREET
lots 3s by 117. Price \$160 each
ce in 1½ and 3 years. CO

No. 68, DRAKE & Co.'s AD

No. 65, WASHINGTON STREET.—
unimproved. Price, \$50 per
balance in 1, 2, and 3 years, with

No. 58, MARION COUNTY, IN.
a good improved farm of 80
es in cultivation, 30 in timber;
od buildings, orchard, &c.; \$1
9 per acre. \$2,000 cash, balance
CO.

o. 49, NATIONAL ROAD.—
 1100 cash, balance in 9 and 18 mo.

Co. 34, MICHIGAN STREET.—Between East Streets; 2 lots; size, 36.3 acs, $\frac{1}{2}$ cash, balance in 1 and 2 years. CO

Co. 33, EAST-ST.—Between 1st and 2nd Sts; size, 33.8 by 120. Price, \$5000, balance in 1 and 2 years. CO

Co. 26, TIPTON Co., IND.—2, 3 and 4. Price, \$5 50 per acre. CO

Co. 25, JASPER CO., IND.—1
of the Logansport and Peo
ing prairie, and good tillable
first entries of Government la
e been withheld from market
acre. Terms, $\frac{1}{4}$ cash, balance
CO

ns and halls, parlor 15 by 18 ft.;
cellar under whole house; side
and other out-houses; size of
place, containing 9 apple trees, 4
peaches, 2 apricots, 8 or 10 grape
vines, strawberry and currant bushes, a
variety of ornamental shrubs and
flowers, 1/2 cash, balance, \$1,000 in
months, \$1,000 in 4 years.

and a half stories; 5 rooms and
158 1/2 feet front; will be sold
for, \$160 per foot. Terms, 1/3
3 years. CO

No. 20, WHITE CO., IND.—20
and 17 miles from Lafayette,
Station, on N. A. & S. K. Road
has cash. CO

No. 3, JASPER Co., IND.—60
and 32, 158 ft, 9 w, 440 prairie
and 32, 158 ft, 9 w, 440 prairie

No. 3. JASPER CO., IND.-1.6
 160 acres of rich, rolling, prairie
 land on the road between
 Spencer, 7 miles from Renaiss.
 CON

No. 2, JASPER CO. IND.—5,000
ing and Stock farms, at \$1.75
CON

DR. WESSELHOFT'S
Brattleboro, Vermont—which
operation for ten years, keeps op-
wards without ever closing.
so, patients may on request, be
ment combined with Massage
the Swedish system of Medicine.
Physician, Dr. Foss. Mass.